

Janesville to Milton Routes				
Route Name	Route Status	Total Route Length	Route Description	Route Map
<b>Janesville to Milton Route A</b> <ul style="list-style-type: none"> <li>Rotamer Road (2.6 miles)</li> <li>Henke Road (2.2 miles)</li> </ul>	This route is currently bikeable and is a recommended route.	4.8 miles	This route begins on urban streets on the northeast side of Janesville. Traveling east on Rotamer Road the street narrows and the traffic volume decreases. The final route segment is on Henke Road, which is a rural town road with low traffic volumes. Henke Road enters the southeast side of Milton.	
<b>Janesville to Milton Route B</b> <ul style="list-style-type: none"> <li>Rotamer Road (1.6 miles)</li> <li>Town Hall Road (1.6 miles)</li> <li>Townline Road (0.5 mile)</li> <li>Parkview Drive (1.0 mile)</li> </ul>	A long-term route improvement is needed. WisDOT plans to construct an interchange at Town Hall Road and WIS 26. This would provide a north/south connection. The segment north of WIS 26 should be constructed with paved shoulders. If the segment of Town Hall Road south of WIS 26 is reconstructed as an urban cross section in the future, the addition of marked bike lanes would be appropriate.	4.7 miles	This route begins on urban streets on the northeast side of Janesville. The route travels east on Rotamer Road to Town Hall Road. The planned WIS 26/Town Hall Road interchange would provide a connection to Parkview Drive. This street enters the southwest side of Milton.	
<b>Janesville to Milton Route C</b> <ul style="list-style-type: none"> <li>Ice Age Trail Connector Route (3.0 miles)</li> </ul>	A long-term route improvement is needed. Discussions are underway in Rock County about which uses will be permitted on the trail in the future.	3.0 miles	This trail is under development by Rock County. When it is completed, it could potentially serve walkers, bicyclists, and equestrian riders. The surface type for this facility has not been determined.	

Additional Notes: The long range transportation plan for the Janesville/Milton area calls for a separated path along the Milton bypass. This will be considered during the WIS 26 design process.  
A bike overpass will be constructed just south of County Y.

Milton to Fort Atkinson Routes				
Route Name	Route Status	Total Route Length	Route Description	Route Map
<b>Milton to Fort Atkinson Route A</b> <ul style="list-style-type: none"> <li>Bowers Lake Road (3.5 miles)</li> <li>Vickerman Road (3.3 miles)</li> <li>Grogan Road (1.2 miles)</li> <li>Poeppel Road (3.7 miles)</li> </ul>	This route is currently bikeable and is a recommended route.	11.7 miles	Milton to Fort Atkinson Route A begins on the northeast side of Milton. Beginning at Bowers Lake Road it follows rural roads with very low traffic volumes. This is a scenic route featuring many rolling hills in a pastoral setting. The rolling hills of Grogan Road, Poeppel Road, and McIntyre Road could be challenging for the casual rider. For riders who wish to avoid the hills they may consider taking Bowers Lake Road to County KK (see next route description).	
<b>Milton to Fort Atkinson Route B</b> <ul style="list-style-type: none"> <li>Bowers Lake Road (5.0 miles)</li> <li>County KK (2.5 miles)</li> <li>County K (1.6 miles)</li> <li>McIntyre Road (1.5 miles)</li> <li>Poeppel Road (2.0 miles)</li> </ul>	This route is currently bikeable and is a recommended route.	12.6 miles	Milton to Fort Atkinson Route B has the same starting point as Milton to Fort Atkinson Route A. This route is approximately one mile longer but it is less hilly. The other significant difference is that the route follows County KK and County K. Both county highways have higher traffic volumes than their north/south counterparts in Route A.	
<b>Milton to Fort Atkinson Route C</b> <ul style="list-style-type: none"> <li>WIS 26 &amp; Glacial River Trail (11.1 miles)</li> </ul>	A long-term route improvement is needed. This route will become more feasible once the WIS 26 bypass of Milton is completed. Many cyclists will then be able to comfortably bike on what will become Business 26. To complete the link between Business 26 and the Glacial River Trail WisDOT would need to construct a connector facility as part of the WIS 26 expansion project.	11.1 miles	When completed, this route would be a combination of on-road/off-road facilities. WIS 26 would provide an on-road connection to the Glacial River Trail. The Glacial River Trail is paved in some areas.	

**Fort Atkinson to Jefferson Routes**

Route Name	Route Status	Total Route Length	Route Description	Route Map
<b>Fort Atkinson to Jefferson Route A</b> <ul style="list-style-type: none"> <li>County K (3.5 miles)</li> </ul>	This route is currently bikeable and is a recommended route.	3.5 miles	The route between Fort Atkinson and Jefferson is one of the most direct routes that this report recommends. Due to the route's proximity to the Rock River, it provides views of the river for most of the route.	
<b>Fort Atkinson to Jefferson Route B</b> <ul style="list-style-type: none"> <li>Future Business 26 Corridor (3.4 miles), or a new separated bike facility</li> </ul>	The existing WIS 26 may be suitable for some riders after traffic has moved onto the new WIS 26. A separated bike facility between the new WIS 26 and existing WIS 26 would be preferable if sufficient right-of-way can be obtained. A connection to Hoad Road would also be desirable.	3.4 miles	This route will be considered in greater detail in WisDOT's final design process. At this time it is unclear whether this route will include a connection from Hoad Road to what will become Business 26.	
<b>Fort Atkinson to Jefferson Route C</b> <ul style="list-style-type: none"> <li>WIS 89 (2.0 miles)</li> <li>County W (1.0 mile)</li> </ul>	This route is a long-term possibility. It will become more feasible once the new WIS 26 corridor between Fort Atkinson and Jefferson is completed and some of the traffic currently using WIS 89 moves to WIS 26.	3.0 miles	WIS 89 currently has four-foot shoulders and may be suitable for more experienced riders. With the new route, traffic is likely to decrease on WIS 89 and it will be an acceptable route for bicyclists.	

Additional Notes: The Jefferson County farm property on the south side of the city of Jefferson is likely to be developed for residential and commercial uses. The need for bicycle connections into the area will be discussed during the WIS 26 design phase.



**Jefferson to Johnson Creek Routes**

Route Name	Route Status	Total Route Length	Route Description	Route Map
<b>Jefferson to Johnson Creek Route A</b> <ul style="list-style-type: none"><li>Dewey Road (1.35 miles)</li><li>Junction Road (0.8 mile)</li><li>County Y (2.6 miles)</li></ul>	This route is currently bikeable and is a recommended route.	4.75 miles	Beginning on the northeast side of Jefferson, Route A is a direct connection between the two communities. County Y has a moderate level of traffic but still provides comfortable bicycling accommodations. The Glacial Drumlin Trail intersects the route and provides a connection to Lake Mills to the west and Sullivan to the east.	
<b>Jefferson to Johnson Creek Route B</b> <ul style="list-style-type: none"><li>County N (4.3 miles)</li><li>County B (2.7 miles)</li></ul>	This route is currently bikeable and is a recommended route.	7.0 miles	The western route from Jefferson to Johnson Creek begins on the northwest side of Jefferson. Route B is on the west side of the Rock River where the surrounding landscape is rural and traffic volumes are low. The Glacial Drumlin Trail intersects the route and provides a connection to Lake Mills to the west and Sullivan to the east. County B provides the link to the western side of Johnson Creek.	
<b>Jefferson to Johnson Creek Route C</b> <ul style="list-style-type: none"><li>Rock River Corridor (5.5 miles)</li></ul>	Long-term coordination is needed between WisDOT, WDNR, and local governments to make this trail a reality. This is a long-term project that could be part of WDNR's Land Legacy Program.	5.5 miles	This would be a scenic, multi-use trail adjacent to the Rock River. Due to the meandering nature of the Rock River, any trail in close proximity to the river is unlikely to provide the most direct route between communities.	
<b>Jefferson to Johnson Creek Route D</b> <ul style="list-style-type: none"><li>Watertown Road (1.3 miles)</li><li>Future Local Road Connections (1.2 miles)</li><li>Jefferson Road (1.8 miles)</li></ul>	WisDOT will construct frontage road connections parallel to WIS 26 as part of the highway improvement project. These improvements will provide a north/south connection.	4.3 miles	When the planned WisDOT local road connections are completed, this route will provide a direct, low-traffic connection between Jefferson and Johnson Creek.	

Additional Notes: The connection of the Glacial Drumlin Trail across WIS 26 will be reconfigured.

# Jefferson/Johnson Creek to Watertown Routes

Route Name	Route Status	Total Route Length	Route Description	Route Map
<b>Jefferson to Watertown Route A</b> (bypassing Johnson Creek) <ul style="list-style-type: none"> <li>Dewey Road (1.35 miles)</li> <li>Junction Road (0.8 miles)</li> <li>Marsh Road (1.75 miles)</li> <li>Switzke Road (7.0 miles)</li> <li>Airport Road (1.0 mile)</li> </ul>	This route is currently bikeable and is a recommended route.	11.9 miles	This route provides a direct connection between Jefferson and Watertown in a peaceful setting. It begins on the northeast side of Jefferson and heads east on Junction and Marsh Roads to connect with Switzke Road. Switzke Road is a quiet, low traffic road that includes an overpass of I-94. South of Watertown it connects to Airport Road, which leads into the city.	
<b>Johnson Creek to Watertown Route A</b> <ul style="list-style-type: none"> <li>County B (1.3 miles)</li> <li>Switzke Road (4.1 miles)</li> <li>Airport Road (1.0 mile)</li> </ul>	This route is currently bikeable and is a recommended route.	6.4 miles	Beginning on the eastern limits of Johnson Creek, this route follows County B to Switzke Road. Switzke Road is a quiet, low traffic road that connects to Airport Road, which leads into Watertown.	
<b>Johnson Creek to Watertown Route B</b> <ul style="list-style-type: none"> <li>WIS 26 (3.5 miles)</li> <li>High Road (1.3 miles)</li> <li>New local road connecting County Y to County A</li> </ul>	A long-term route improvement is needed. WisDOT would construct a bicycle facility parallel to WIS 26 to facilitate bicycle commuting.	4.8 miles	A facility parallel to the west side of WIS 26 would provide a direct connection between Johnson Creek and Watertown. Further investigation of a connection between High Road and County A is needed (as indicated by the circle on the map). A frontage road is currently planned between County Y and Horseshoe Road. This road would be an excellent candidate for bicycle accommodations. Local officials are interested in a separated bike path to connect to bike facilities from Watertown’s Rock River Riverfront Plan.	
<b>Johnson Creek to Watertown Route C</b> <ul style="list-style-type: none"> <li>Rock River Corridor (8.5 miles)</li> </ul>	Long-term coordination is needed between WisDOT, WDNR, and local governments to make this trail a reality. This is a long-term project that could be part of WDNR's Land Legacy Program.	8.5 miles	This route is likely to be a scenic, multi-use trail adjacent to the Rock River. Due to the meandering nature of the Rock River, any trail in close proximity to the river is unlikely to provide the most direct route between communities.	

Watertown to WIS 60 Routes				
Route Name	Route Status	Total Route Length	Route Description	Route Map
<b>Watertown to WIS 60 Route A</b> <ul style="list-style-type: none"> <li>County M (9.1 miles)</li> </ul>	This route is currently bikeable and is a recommended route.	9.1 miles	County M is located on the northeast side of Watertown. It is a direct connection between the city and WIS 60. Traffic is low on County M but is fast moving.	
<b>Watertown to WIS 60 Route B</b> <ul style="list-style-type: none"> <li>Welsh Road (8.3 miles)</li> <li>County J (4.0 miles)</li> <li>County M (2.0 miles)</li> </ul>	This route is currently bikeable and is a recommended route.	14.3 miles	Welsh Road is located on the western edge of Watertown. Within the city limits the traffic volumes are moderate, but they drop off significantly as you get further away from the city. County J is an east/west road that travels through Clyman and connects to County M. Traffic is low on County M but is fast moving.	